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BOY BUILDS HIS OWN AUTOMOBILE



Clarence Sutcliffe of Aurora, Ill., though only twelve years of age, constructed his own automobile from parts of old machinery and a motor and some gas pipe and go-cart carriage wheels. The boy, who is shown driving his car with a tender attached, is of mechanical turn of mind. The little auto will pull twice its own weight.

KEEP BRAKES
IN CONDITION

Expert Advises Inspection of All
Apparatus at Least Once
a Month.

MEANS BIG SAVING OF TIRES

Whenever Possible, Sliding the Wheel
When Stopping Car Should Be
Avoided—Lubrication of
High Importance.

The state laws of Ohio and many other states require that the brakes and mechanism of every car driven on the public highways shall be in good working order. The reason for this is obvious and should be remembered at all times by everyone who drives a car.

The proper adjustment of the brakes in order to make them work efficiently at all times requires experience and skill. If the brake bands are adjusted a little too tight or close, they will then drag, and besides using an excessive amount of gasoline to drive the car, will sometimes become hot enough to burn out the lining and in rare cases set the car on fire.

If the bands are a little too loose then the brake pedal will go clear against the floor board before producing the proper braking effect. If one brake band be a little tighter than the other, most of the braking effect is on the wheel with the tighter band, which means that this wheel will stop spinning and thus slide the tire with but little braking effect on the other wheel. This means, first, the spilling of the tire in a few hundred miles of service, and, second, very poor braking or retarding effect.

Therefore, it is quite necessary that each one of the two sets of brakes on a car should be so adjusted that it is possible to slide both wheels with the action of either set of brakes without the aid of the other. At the same time, the wheels should be perfectly free to turn when the brake is not in use.

Ordinarily when stopping the car, we do not wish to slide the wheels, as this places unnecessary stress on the brakes and braking mechanism and also pulls or tears a lot of rubber off or the tread of the tires which are sliding.

Another reason is that a car will not stop so quickly with the wheels sliding as when the brakes are applied just hard enough to permit them to turn. All of the brake mechanism, such as the bands, pins, yokes and rods, should be inspected regularly at least once a month to see whether they are becoming worn enough to be weakened. Many serious accidents have been caused by a brake rod, yoke or pin breaking at a critical moment when the brake was applied suddenly and a little harder than usual, writes an auto expert, in the Cleveland Plain Dealer.

It may be true that the reserve brake, or emergency brake, as it is more often called, was at the time in perfect working condition, but the time required to get this emergency brake into action after the other had given away was too great to prevent a crash. There are usually several places on the brake mechanism which require periodical oiling and lubricating, and the driver who conscientiously takes care of this lubrication and checking of the parts to see whether they are worn, is one at least who goes a long way towards the prevention of accidents and the saving of human life.

A fact which very few people realize, perhaps, is the distance covered by a vehicle in one second of time when going at, say, 30 miles an hour. By a little figuring with a pencil and paper, you will find that when going 30 miles an hour, the car is moving a distance of 44 feet in every second. When we think this over and consider that so many drivers travel at this rate of speed, we wonder that there are not more accidents, and we can easily agree with the police department and the safety council in trying in every way possible to keep the speed down within the legal limit.

Another point which is interesting to all drivers is the space required to stop a car traveling at various speeds

on dry pavement with the brakes in perfect condition. Traveling at ten miles an hour, a car may be stopped in less than its own length or approximately nine and one-half feet. Traveling 20 miles an hour, or twice as fast, the distance required to stop is four times as great or approximately 38 feet. Traveling 30 miles an hour, the shortest distance in which it is possible to stop is not three times as much as ten miles, but nine times as much, or a trifle over 85 feet. This means that the distance in which we can stop increases as the square of the speed at which we are traveling. These distances represent an emergency stop under ideal braking conditions and if the streets are wet or slimy, these distances must be multiplied many times. Therefore, again the writer says, BE CAREFUL.

You Auto Know

That one of the most usual places for wear on a car is at the steering knuckles, which are always under a heavy strain. Comparatively few car owners realize that the knuckles need a constant supply of heavy grease in order to prevent undue wear, and for this reason it is the part of wisdom to see that the proper lubricant is applied—either through screwing down the grease cups or using the grease gun. A good rule to follow in this respect is to grease the knuckles whenever it is put in the car or, at least, whenever the oil is changed.

Worn steering knuckles are also one of the infallible signs of an over-used car and, in purchasing a second-hand machine, these should be inspected in order to see whether the car has been used or abused. In this respect, the knuckles, together with several other particular parts, are regarded as the "teeth" of the automobile, for an examination of these will disclose the real age of the car—not the length of time which has elapsed since its original purchase or even the number of miles it has been driven, but the care it has received.

(© by the Wheeler Syndicate, Inc.)

AUTOMOBILE
HINTS

Blown by suction from the intake manifold, a whistle has been invented to warn a motorist that the circulation of lubricating oil in his car has stopped.

Few owners pay the attention to the ball bearings of these latter devices. They usually wait until the garage man calls attention to the injury done by breakage.

As a matter of safety to the car and passengers, as well as to save the storage battery from discharging, a short circuit in the electric system should be repaired as soon as possible.

The high-tension wiring of the electric system requires a much heavier insulation than other wires of the system, because of the high voltage current which passes through the former.

If it becomes necessary to remove a cam-shaft gear it must be marked so that it may be replaced correctly. Mark on tooth on the crankshaft gear and the two adjacent teeth on the cam-shaft gear.

A tap should never be used in a cored or rough hole. A heavy flat arm should be run through to take out the scale, sand or projections. Plenty of good lard should be used in cutting the threads with a die.

Carburetor adjustment is of prime importance. A mixture too lean or too rich makes for wastage, when a correct one will do the work without loss. But without some knowledge, this is a task better left to the carburetor expert.

A little dust on the body or hood is a constant irritation to the owner and so he wipes it off with a cloth, grinding the grit into the polish. A light dust brush of fine hair may be used, but the only satisfactory way to remove the dirt is to flow water on it.

George I. Haight, the popular lawyer, is much talked of for Judge of the Superior Court. He would make a good one.

The Ahern brothers, who have made the New Gault so popular, are ideal Chicago boosters.

Walter E. Schmidt, treasurer of the Sanitary District, is being boomed for the Republican nomination for mayor.

Charles Center Case, who made a splendid record as assistant state's attorney, would make a fine judge.

Judge Robert E. Crowe is making a splendid record as State's Attorney.

Frank Hogan, the popular president of the big Heco Envelope Company, would make a great mayor of Chicago. Popular, enterprising and public spirited, his friends, who are numerous in every walk of life, are always boosting him.

Something to
Think About

By F. A. WALKER

FIRE UNDER ASHES

A GREAT many uncharitable, critical people run down the unfortunate man or woman, standing on the brink of discouragement and failure, without looking for the real cause.

It may be ill health, it may be shock from the loss of a loved one, it may be misfortune, which in spite of utmost vigilance comes to all of us; or it may be inaptitude or inability, but whatever the cause, let us be patient and considerate before we launch an unkind criticism and throw up our hands in condemnation.

If our hearts are right, and it is assumed they are, let us in a humane spirit seek to remove the ashes from the live coals beneath, and fan them into a hopeful blaze.

Whatever may be the prevailing opinion for or against such a procedure, this is the noble way, almost certain to give encouragement to the disheartened and lift them up in a new world where Hope lives eternally and Truth and Mercy smile kindly, even when the storms beat hardest and the days are darkest.

If we will look deeply into despairing hearts we will find that under the ashes of sorrow there are always coals of living fire, which kindness, sympathy and unselfish helpfulness can fan into a glorious flame.

Even in the souls of the most disreputable and hardened sinners there is ever burning an immortal spark of the heavenly fire hidden somewhere beneath the slumbering gray ashes, waiting to be rescued.

And in spite of the frowns of the world, in spite of courts and prisons, in spite of bereavement, of poverty, of riches, or pomp, pride or envy, this spark survives all through our earthly existence, down to the final moment when life itself despairingly flares up and goes out, done with its temporal house of clay.

The question may then come to us as to whether we have played our part as becomes true men and women, and likewise whether the spark in our own souls has not been hidden by the ashes which we, through neglect of others, have permitted to cover and darken it.

It is so easy for sympathies and love to go blind from disuse that unless we keep them ever burning in our own hearts they will never blaze sufficiently to warm and cheer the hearts of others, lost on the way and too proud or weak to call for help.

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Uncommon
Sense

By JOHN BLAKE

GLOOM IS CATCHING

EVEN though we are reasonably sure that the sun is still in the sky, a cloudy day depresses us. Most of us suffer from a feeling of foreboding even on a clear day, when a cloud comes between us and the distant fire that lights and warms the world.

We are similarly sensitive to all the little troubles of our lives—to anything that disturbs our regularly ordered existence.

A temporary illness—a suspicion that there are some kind of business breakers ahead—these things plunge us into gloom.

And we, in our turn, pass the gloom along. For our friends seeing the black and foreboding faces that we wear, grow gloomy, too.

One sullen-faced man in an office will sometimes spoil the day for the entire working force.

One croaker on board a ship in a storm may send the whole passenger list into something very like a panic.

Nobody loves a gloomy man, but everybody listens to him, and looks at him.

The prophet of evil is never without an audience.

Poe, in his remarkable poem shows how the raven, by croaking the word "Nevermore" was able to drive a luckless poet almost to the verge of insanity.

Continual gloom is not good for the soul, any more than continual shadow would be good for the green and blossoming things upon the surface of the earth.

We all need sunshine, and a great deal of it.

It is not necessary to go about continually telling people how happy we are, like Pollyanna, but we can at least keep our troubles to ourself, and not look as if we were limping along toward the grave or the gallows.

The gloomy man or woman in a home destroys the happiness of an entire family, and usually drives the children out on the streets, where at least there is air and sunshine, and maybe now and then a hurdy gurdy.

The reason the jazz is popular, that the comic supplement sells by the million copies, and that the comedian gets a thousand dollars a week, is because we will do anything to get rid of gloom.

It is a burden on life, a menace to human happiness. If you are a gloom addict, change your mode of thought. You are as much of a menace to the community in which you move as was "Tyrone, Max" to hers.

Colonel John J. Garrity, former Chief of Police and Colonel of the Second Infantry, has opened a bonding and insurance office at 154 W. Randolph street. The many friends of the Colonel wish him unbounded success.

Alfred B. Horder, the well known stationer, is a veteran of the Spanish-American war and one of the veterans of Chicago's crack First Regiment. He is popular in the business world.

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